Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: December 18, 2013 **MEETING LOCATION:** CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair

Ed Barsotti, League of Illinois Bicyclists

Randy Neufeld, SRAM Corp

Richard Bascomb, Village of Schaumburg

Gin Kilgore, Break the Gridlock / LIB

Dan Thomas, DuPage County

Ron Burke, Active Transportation Alliance

Karen Shinners, Pace (on phone)

Robert Vance, CTA

Chalen Daigle, McHenry County Council of Mayors (on phone)

Kevin Stanciel, RTA

Gary Newmark, CNT

Brian Hacker, Metra

Greg Piland, FHWA

Allan Mellis, Citizen

Keith Privett, CDOT

Andrea Hoyt, DuPage County Forest Preserve

Valbona Kokoshi, LDOT (on phone)

Pamela Sielski, Cook County Forest Preserve District

Craig Williams, Alta Planning+Design

ABSENT:

Barbara Moore, Citizen Dave Longo, IDNR Sam Mead, IDOT Yonina Grey, CNT

STAFF:

John O'Neal, CMAP Tom Murtha, CMAP Jesse Elam, CMAP Drew Williams-Clark, CMAP

OTHERS:

Patty Mangano, RTA Frank Zurek, Primera

Stacey Meekins, Sam Schwartz
Kristen Maddox, Alta Planning
Jack Cebe, Alta Planning
Pricilla Tobias, IDOT (on phone)
Amy Madigan, IDNR (on phone)
Patrick Knapp, KKCOM
Mike Walczak, NWMC
Mike Albin, DMMC
Tom Vander Woude, SSMMA
Tammy Wierciak, WCMC
Gabe Sulkes, IDOT
Suzanne Carlson, CDOT
Patrick Knapp, KKCOM
John Donovan, FHWA

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.

3.0 Local and Regional Planning

3.1 DuPage County Division of Transportation

Dan Thomas, Trails Coordinator and Principal Planner at the DuPage County Division of Transportation, presented on the County's ongoing effort to improve trails and bikeways, giving a brief overview of history of planning for bicyclists and pedestrians in DuPage County, and highlighting some of the planning and implementation projects recently completed, currently underway, or on the horizon. Mr. Thomas spoke about the origins of the DuPage County trail system, the plans that were developed over time, starting in 1984, the County's Healthy Road Policy (from 2004), the bikeway projects that are currently underway, what was accomplished in 2013, what is coming up in 2014, potential longer-term projects, and ended with a discussion of challenges to trail planning.

Discussion ensued about the successes and the challenges achieved and facing DuPage trail planning and development. Mr. Mellis asked whether a goal in DuPage trail planning has been to connect to transit, and Mr. Thomas replied that yes, when feasible, this was a goal. Ms. Kokoshi stated that they (Lake County DOT) had struggled in working with ComEd regarding their maintenance of ROW. Mr. Thomas stated that DuPage staff generally got a "heads up" from ComEd and other utilities when they would be out on trails. Mr. Neufeld asked if DuPage Co. had made an effort to monitor or document the impact of the Healthy Roads Policy, since it was the first quasi "Complete Streets" policy in our region. Mr. Thomas said that they had not

made a specific, concentrated effort to isolate the effects of the policy, but he believed that it has made a positive contribution to the accommodation of bicyclists and pedestrians.

3.2 CMAP BLOS/PLOS Data Collection and Analysis

CMAP staff, Tom Murtha and Jose Rodriguez, presented on a recently completed data-collection effort and the resulting analysis, comparing Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) in 2002 and 2013 on roadway segments around the region, which underwent reconstruction during the intervening years. Their presentation covered the origin and goals of the project, methods used in collecting BLOS and PLOS (including limitations in the methods), the results of the comparison, and possible explanations for these results.

Discussion ensued about BLOS and PLOS as ways to measure and monitor conditions for non-motorized travel on roadways. Some Task Force members felt that using Level of Service, which in traditional traffic engineering serves as a measure of congestion (capacity and vehicular delay), can cause confusion when applied to bicycles and pedestrians where LOS serves as a measure of the *safety* of a roadway or roadway segment. That is, a "poor grade" in LOS indicates that a roadway is congested/inconvenient, whereas a "poor grade" in BLOS and PLOS indicates that it is unsafe/dangerous. In addition, discussion ensued about the fact that BLOS and PLOS tools do not take land use, urban form, or context into account.

3.3 GO TO 2040 Update – Implementation Actions

CMAP staff, Drew Williams-Clark, gave the Task Force an overview of the process currently underway to update the GO TO 2040 Regional Comprehensive Plan. He stated that CMAP's the FY 2014 work plan calls for review of the implementation action area tables found at the end of each of the twelve chapters in GO TO 2040. More specifically, he added, the work plan calls for these actions to be updated to reflect their implementation status. Over the past two months, CMAP staff has worked with partners on working committees to identify implementation examples. In addition, CMAP staff conducted an internal review to make a high-level determination of the status of each implementation action – classifying each as "retain", "revise", "complete", or "delete". Mr. Williams-Clark stated that CMAP staff is continuing to reach out to the working committees and other groups for additional implementation examples and to review status classifications. He added that the current update, required by federal regulations, will not consist of a large public outreach process, since 1) relatively little time has passed since original plan creation and adoption, 2) the timeframe for update adoption would not permit such a process, and 3) only relatively minor revisions are being contemplated at this time – mostly around implementation action area status, indicators, constrained major capital projects and the financial plan.

Mr. Privett stated that he hoped that there would be additional opportunities to provide input, adding that, in his opinion, GO TO 2040, when used in programming and for evaluating projects submitted under different funding programs, did not offer enough room to delineate or distinguish between projects, since it did not clearly state goals, actions for bicycle and pedestrian transportation.

4.0 Pedestrian and Bicycle Project Programming

4.1 CMAP Transportation Alternatives Program (TAP)

CMAP staff (Jesse Elam) presented the proposed TA program, which was approved at the November Transportation Committee meeting and released for public comment. Mr. Elam outlined the methods used to develop the proposed program, referencing the staff memoranda that describe the method in greater detail. He added that the recommended program, with any needed changes, will be considered by the CMAP Board and MPO Policy Committee at their January meetings.

Ms. Kokoshi asked whether he anticipated an update of the Regional Greenways and Trails Plan to be undertaken before the next TAP call-for-projects, since it was being used as criterium in evaluating project proposals. Mr. Elam said that staff was aware that some partners and implementing agencies felt that an update of the RGTP was important. He added that it was therefore under consideration for being made part of future work plans, although it was not now part of staff's current work plan. Mr. Privett concurred in the probable need to update the RGTP if it continues as a crucial criterium in programming decisions.

4.2 State Updates

State Bikeway Plan

IDOT staff (Gabe Sulkes) together with lead consultant for the plan (Craig Williams, Alta Planning+Design), gave a presentation on the development of the draft Illinois Bike Transportation Plan. Work on the plan is currently wrapping up and is expected to be completed by the end of the year. Presenters summarized the technical memos produced for the plan, the outreach process, the executive summary, and how the plan may be implemented once published and incorporated into the Illinois' long-range multimodal transportation plan.

Safe Routes to School

IDOT staff (Priscilla Tobias) gave the Task Force an update on the Illinois Safe Routes to School program. A call-for-projects (2013/2014 SRTS Funding Cycle) is currently underway with project proposals being accepted through January 31, 2014. Ms. Tobias explained that there are different applications for infrastructure and for non-infrastructure projects. She also noted that while SRTS projects were in past years funded with 100 percent federal funding, under MAP-21, federal funding will now cover only 80 percent of the project costs. SRTS remains a reimbursement program. For more information, she directed Task Force members to IDOT's SRTS website at http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx.

IDNR/RTP

IDNR staff (Amy Madigan) gave the Task Force an update on IDNR programs, including the Recreational Trails Program.

ITEP/ITAP

No update given, but IDOT staff requested that the Task Force chairman inform Members that ITEP/ITAP applications are currently under review and that an announcement of the selected projects was anticipated to occur in February, 2014.

4.3 Project Updates

No updates given.

5.0 Other Business

Ethan Petro, of Sportworks, was scheduled to present on bicycle parking systems, but was unable to attend.

6.0 Public Comment and Announcements

None.

7.0 Proposed 2014 Meeting Dates

Staff proposed the following meeting dates for 2014

- Wednesday, March 19, 2014 at 1:00 p.m.
- Wednesday, June 18, 2014 at 1:00 p.m.
- Wednesday, September 17, 2014 at 1:00 p.m.
- Wednesday, December 17, 2014 at 1:00 p.m.

Motion was made to tentatively approve these dates. Motion was seconded and the motion was unanimously approved.

7.0 Adjournment: 3:30 PM